

31 FIREMEN KILLED BY WALL

CHICAGO STOCK YARDS DIS-TRICT IN DANGER.

Fire Beyond Control After Twenty Hours Fighting—Million Dollars Damage to Nelson Morris & Co.'s Plant Fire Chief Among the Dead.

CHICAGO, Dec. 22.—Fire Marshal James Horan and thirty of his comrades to-day gave up their lives in a disaster that the veteran fire fighter had feared for years. Twelve hours after the fire chief had earned the Council committee on buildings that better fire fighting appliances were needed in the stock yards at once he had been trapped and two entire companies of firemen had been wiped out in just such a fire as he had predicted.

The flames destroyed the new beef house of the Morris & Co. plant at the yards, spread to several smaller structures and for hours threatened to sweep the yards. In addition to the loss of life the flames destroyed property worth \$1,000,000.

Shortly before midnight word was sent from the yards that the fire had burned through the big wall protecting all the warehouses of Morris & Co. and the flames were expected to jump to these structures momentarily.

A strong south wind is fanning the flames and every available fire company in the city has been sent to the yards in an endeavor to prevent the spread of the flames.

It was due only to the stubborn fight waged by the firemen from every section of Chicago rather than the fire appliances and water pressure at their command that they kept the flames from the Armour and Swift plants close about the site of the ruined beef house.

Out of the mass of conflicting reasons advanced during the day for the trapping of the men one fact stood out sharply—that the men, with Chief Horan in their midst, had been killed without a moment's warning while endeavoring to reach the seat of the fire in the basement of the blazing structure.

There was an explosion, but it was not of an ammonia tank, as at first was supposed. The explosion was declared to have been due only to the expansion of the atmosphere in the airtight cold storage house.

The fire marshal and members of Engine Companies 15 and 59 were the first to arrive at the fire, which was discovered shortly after 4 o'clock in the morning. Chief Horan at once took charge of the men and directed the streams of water that were played into the basement.

A few minutes later he ordered the men who were handling the hose into the boxlike canopy that covered the freight platforms and freight tracks.

"Get the water into the basement or the whole yards are as good as gone," he yelled. Then the chief sprang upon the platform and seized an axe to break down the locked doors to the basement.

A moment later there was a violent wrenching and creaking, and for a fraction of a second the roof lifted up into the sky and permitted the furnace of flames to be seen by the crowd about the adjoining buildings.

"Look out, men, watch—!" It was Marshal Horan's voice that was heard in his last warning to his men. Before he completed the sentence the wall upon which they had been playing the water had lifted up and toppled down upon the canopy, which in turn sank down upon the firemen below.

By a combination of circumstances that is looked upon by the firemen as almost providential Assistant Fire Marshal Seyferlich arrived and was crossing the tracks to reach the blazing building at this moment. He was only a few feet beyond the range of falling walls and blazing timbers, and as a consequence escaped unscathed.

Without a word the now acting fire marshal took up the command of the men where the dead chief had left off. A fireman who had been stunned by a flying timber fell into his arms and was dragged back to the tracks and beyond danger. Then Marshal Seyferlich ran back to the ruins and for the first time realized the extent of the catastrophe.

The struggle to find Marshal Horan's body was participated in at times by Mayor Busse, Coroner Hoffman and various Aldermen, every one a personal friend of the dead man, who from time to time sent orders or lent a hand in digging into the debris in an effort to uncover the bodies of the firemen.

The one hope that buoyed the firemen on to renewed efforts during the day was that men still might be alive in the ruins.

Once when Marshal Seyferlich was certain he had heard a groan from beneath the ruins Mayor Busse, followed by J. Ogden Armour, clambered over the pile of steaming wreckage and with their own hands endeavored to pull away the heavy timbers and torn bits of freight cars.

The work of the firemen was hindered by a long string of freight cars that were standing on the side track in front of the platform. A switch engine was hurried to the spot and in spite of the danger of falling walls and timbers pushed into the flames and attached to the cars.

As the cars were started moving something unexpected happened. The engine had been resting on them, and it collapsed just as fast as the cars were drawn from beneath it.

The removal of this timber revealed a slab that brought tears to the eyes of thousands of the spectators who were packed on buildings and cars and the high wooden runway just opposite to the burning building.

Lying on the tracks between two wrecked cars was found the body of Stephen Lane, 16 years old, a boy switchman who apparently had risked and lost his life in an effort to couple the cars preparatory to running them out of the fire zone.

With a quick wild report, circulated without foundation, a second explosion was said to have taken place, and it was not long before the firemen were digging in the

PERISHED ON GREAT SOUTH BAY

Frozen Bodies of Missing Man and Boy Recovered.

SAVAILLE, L. I., Dec. 22.—A duck hunter from Patchogue sailing in a scoter across the Great South Bay this morning saw a dark object lying on the ice and taking to it found that it was the body of a man. The skull was fractured and the clothing showed that the body had been in the water. Leonard Gordon, the duck hunter, took the body on board his boat and sailed back to Patchogue, where an examination of the clothes showed that the dead man was George F. Brown, a well to do man of Sayville, who with his nephew, Edmund Williams, 14 years old, had been missing since Wednesday afternoon, when they went out on the ice in Brown's scoter.

Gordon telegraphed to Sayville and then learned that the boy was missing. He was told that Brown's scoter had last been sighted a mile and a half off Sayville just at dark on Wednesday night. Taking John Smith, an experienced bay man, with him, Gordon started to search the bay for Brown's scoter, hoping to get some trace of Edmund Williams. The searches remembered that the wind had been blowing hard a gale in the direction of Fire Island beach on the ocean side of the bay and they coasted along the island. They found the scoter in Long Cove, half way between the Blue Point and Bellport life saving stations, and had just been blown into the direction of the beach by the wind. The scoter was frozen stiff and the clothes gave evidence that he had been in the water.

The bay men, figuring on the details of the tragedy, decided that Brown had been thrown from the scoter when the craft, built to sail on ice or in the water, struck an ice hummock, and that the boy, left alone in the boat, had been unable either through fear or exhaustion to handle the craft or lower the sail.

TURBULENT AT LINERS PIER. "Major H. H. Rutherford" of Army and Two Friends Arrested.

A man presenting a card reading "H. H. Rutherford, Major, Medical Corps, United States Army," and two companions who announced themselves also as army officers got into trouble with the customs officials at the North German Lloyd pier in Hoboken last night because of their insistence upon entering the pier without proper passes. All three were arrested and taken to the Hoboken City Hall, where they gave bail for their appearance this morning before the Recorder.

Major Rutherford's companions described themselves as Daniel K. Meyers of 601 West 142d street and Ed. E. Albert of 1056 Sterling place, Brooklyn. Their names, in that form, do not appear in the army register of the current year. The army register shows the name of Henry H. Rutherford, a Captain in the Medical Corps, who joined the volunteer forces of the United States as a First Lieutenant assistant surgeon in 1907, from Missouri.

Major Rutherford, who was arrested, said that he had been in the army twenty years.

Major H. H. Rutherford, it was said at Washington last night, is at present attached to Fort Totten. At Fort Totten it was said that Major Rutherford had come into New York yesterday.

Ocean Raids of Schooners Begins. PORTLAND, Me., Dec. 22.—At dawn today two six masted schooners and three five masted poked their noses out of Portland harbor, bound for Hampton Roads, Va. in an ocean race that has already attracted much attention. The vessels that left Portland were the "six stickers" Ruth E. Merrill, Capt. Wallace, and George W. Wells, Capt. York, and the five masted Baker Palmer, Capt. McAloney, Dorothy Barrett, Capt. Irving, and Magnus Magnus, Capt. Tullock.

New drink for Christmas dinners. Dole's Pure Hawaiian Pineapple Juice. Serve cold.—Ad.

AIRMAN VANISHES IN THE AIR

NO WORD FROM GRACE, WHO LEFT CALAIS FOR DOVER.

When Last Seen Nephew of Former New York Mayor Was Headed Out to Sea Instead of for the English Coast—Had Flown to France in the Morning.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, Dec. 22.—Cecil S. Grace, the aviator, who, though a British subject, is a nephew of the late William R. Grace, twice Mayor of New York, flew across the Channel from Dover to-day competing for the prize of \$20,000 offered by Baron de Forest for the longest aeroplane flight beginning in England and ending on the Continent, or vice versa.

After losing his way in a fog Grace descended on the aviation ground at Baraque, France. After a couple of hours delay there he reascended at 2 o'clock and headed for England. He was lost to view soon after leaving the French coast, and whether he has reached England or not is uncertain.

No report of his landing anywhere has reached London. About 3 o'clock coast guards at Ramsgate saw an aeroplane speeding north. Assuming that this was Grace's machine this is the last thing known of him.

Grace went up the first time at Dover at 9:26 A. M. He was seen passing over Calais at 10:45 and then all trace was lost of him for a time. There was much anxiety as to his fate in the earlier part of the day, but it was relieved in the afternoon when news was received that he had finally landed near Calais. He travelled as far as the Belgian frontier and then turned back.

When Grace left Dover a heavy fog hung over the Channel and the sea was invisible from the aeroplane. The airman passed over Calais at a height of 600 feet and then attempted to proceed to Paris. He lost his bearings and soon found himself on the Belgian frontier, where he encountered unfavorable winds. He turned to retrace his course and eventually descended on the aviation ground at Baraque.

Grace went up again from Baraque at 2 o'clock and headed for England. About an hour later the coast guards at Ramsgate saw an aeroplane, presumably Grace's, six miles off shore, heading north. While they were watching it the machine's course was changed to north-eastward. Since then it has not been seen or heard of.

It is feared that Grace mistook the Kentish coast for a fog bank and steered to the eastward to avoid it. It is faintly hoped that he may have realized his error and steered southward and made Holland or Belgium. Otherwise he will be lost in the North Sea unless a passing ship happens to befriend him.

The captain of the mail steamer which arrived this afternoon at Dover from Calais says that Grace asked him before starting to watch for him on the passage as he had no tug and proposed to steer by the steamer's smoke. The steamer, however, was delayed by the Christmas traffic, and Grace did not wait.

The captain saw him going seaward at high speed at a great elevation. His course, the captain says, was too northerly for him to make Dover. The aeroplane was lost sight of in a few minutes.

It was in a trial for the De Forest prize last Sunday that Grahame-White had the closest call of his career. He fell seventy feet with his biplane on the cliffs of Dover and sustained a slight concussion of the brain. Sopwith, another English aviator, who is a comparative novice at flying, crossed the Channel at the same time and landed at Beaumont, Belgium, having made 174 miles in a little less than three and a half hours. No tug or other craft accompanied Sopwith while he was crossing the Channel.

Under the conditions of the De Forest competition the prize will go to the aviator who makes the longest distance before December 31, 1910. The flight must be made by an Englishman in a machine entirely of English construction.

Cecil S. Grace is a son of John Grace, who was a brother of ex-Mayor William R. Grace of New York. John Grace was an English subject. Cecil is one of the leading spirits of the Royal Aero Club of the United Kingdom and has been very prominent at all the British aviation meetings this year. He has never held a world's record, but he got away with his share of prizes at Bournemouth, Blackpool and Lanark, Scotland. Being a "gentleman aviator" he succeeded to a great deal of the popular hero worship that was lavished on the Hon. C. S. Rolls, who was killed at Bournemouth.

NO INTERVENTION IN CUBA. Secretary Knox Gives Assurance to Havana Department Details.

SPECIAL CABLE DISPATCH TO THE SUN. HAVANA, Dec. 22.—A report having reached here of a third American intervention and that two ships were already en route to the island, the Cuban Minister at Washington, presumably in response to an inquiry from President Gomez, cabled this evening that Secretary of State Knox had assured him that the story is untrue.

WASHINGTON, Dec. 22.—Officers of the State and War departments denied to-day emphatically the report that a movement was in progress for military intervention in Cuba because of unsatisfactory political conditions there. The officials of the War Department said that there had been no orders issued to hold troops in readiness to go to Cuba. It was added that there was no reason for intervention at present.

BARCELONA WINDOW BREAKERS. Riotous Attack on Newspaper Office Suppressed by the Police.

SPECIAL CABLE DISPATCH TO THE SUN. BARCELONA, Dec. 22.—A crowd of people who were incited by articles appearing in the newspaper Delano went to the offices of that paper to-day and gave vent to their feelings by smashing the building and smashing windows.

When the police arrived a collision occurred between them and the rioters in which several of the latter were injured. The crowd was finally dispersed.

AN ACCEPTABLE CHRISTMAS PRESENT. Cases of selected wines, \$4.00, \$5.00, \$6.75. H. L. DEWEY & SONS CO., 136 Fulton St., N. Y.—Ad.

40 MILES ON ENGINE'S PILOT.

Pointless Young Man Nearly Frozen in Trying to Get Home Christmas.

ITHACA, Dec. 22.—When the Black Diamond Express, the fastest train on the Lehigh Valley Railroad, puffed into the Ithaca station to-day a young man fell from the pilot. The man was Adolph Jerges, a penniless native of Massachusetts, who was out of work and anxious to get home to friends and shelter for Christmas Day. He had caught the pilot of the Diamond's engine as the train was leaving Geneva and crouched behind the smokestack so that the engineer and fireman could not see him.

He rode in that position from Geneva to Ithaca, a distance of forty miles, which the express makes in 55 minutes. When he got home he was almost unrecognizable. His feet, hands, cheeks and ears were frost bitten and his vitality was so low that doctors were hastily summoned. They worked for several hours to warm him up and he is now out of danger.

PRIVATE TELEPHONE RIGHTS. Question in Court Whether the Owner May Interfere With Apartment Lessee.

The right of the lessee of an apartment to have a private telephone installed in his apartment without paying a tax to the owner of the house for the privilege was before Supreme Court Justice Phipps yesterday on the application of Simon Ruppman, a tobacco leaf merchant at 181 Front street, for an injunction restraining the owner of the Forrest Chambers apartments, at 118th street and Broadway, from interfering with the installation of such a telephone in his apartment.

Ruppman said that his business kept him away from home for a large part of each year and that frequently he is at great distances. He has to leave his family at home and wants to telephone to them with some degree of privacy, he said. He doesn't like to tell all his private affairs to the operator of the switchboard in the apartment house and also he would like to have his name in the telephone book.

The Broadway and 118th Street Company, owner of the house, replied that the company has two switchboards in the apartment house and some one on duty all the time. The company figures that it costs \$1.50 a month for each tenant to pay for the telephone service and was willing to let Mr. Ruppman have his private telephone if he paid \$18 a year for the privilege.

Justice Phipps decided that it isn't necessary for Ruppman to have an injunction pending the trial, because if he wins his case he can collect from the company for the money they made him pay for the right to install the telephone.

VERY LIKE A STRIKE. But Railway Managers Will Make an Arbitration Proposal To-day.

CHICAGO, Dec. 22.—An offer of arbitration to settle the entire controversy between the Western railroads and locomotive engineers will be made formally to-morrow morning by the managers. The question of its acceptance by the engineers is still a matter of uncertainty.

Commissioner of Labor Neil prevented a break in the negotiations to-day, but in the evening Warren S. Stone, grand chief of the Brotherhood of Locomotive Engineers, declared the situation hopeless and said he did not expect any further conference.

"The managers have not offered us a single thing more than they did six weeks ago," said Stone. "I expect a letter from Dr. Neil offering arbitration, but I do not believe the managers will agree to the kind of arbitration we want. Certainly we shall not agree to arbitrate the entire question, as we see the situation tonight, it looks very much like a strike."

Five points of difference remain to be settled. The chief point is the pay on the Mallet type of engine. The other points of difference are the pay for engineers on transfer engines in the Chicago territory, pay for overtime and jurisdiction over gasoline engines.

"CRUEL RULE OF LAW." Jersey City Firm Pays a Girl \$1,000 Court Had Decided Against Her.

Marie Drosch, a girl employed in the linen factory of James Elliott & Co. in Jersey City, got a verdict for \$17,500 a year ago against Mr. Elliott & Co. for an injury caused in a mangle and was crushed. When the case went to the Appellate Division a judgment was reversed because a picture of the girl in her communion dress, which was taken several years before the accident happened, was admitted in evidence. Before the case could be tried again Mr. Elliott died.

Counsel for the girl then appealed to the Appellate Division to reconsider the case, but the court said that while the situation was hard for the girl there was no way to get around the law. Ex-Justice Leventritt, counsel for the defendant, agreed that it was a "cruel rule of law" that had operated against the girl.

The defendant company paid \$1,000 to the girl yesterday in full settlement of the action.

N. Y. CENTRAL TO BALTIMORE. Road Said to Be Planning Another Outlet for Ocean Freight.

BALTIMORE, Dec. 22.—It became known to-day that representatives of the New York Central railroad have been making a quiet investigation of Baltimore's advantages. It was said that the party included two prominent engineers, two experts and that they covered the ground thoroughly, visiting all points in the harbor, particularly Port Covington, and collecting all possible information about the city, the Patapsco and the Chesapeake.

A railroad official is authority for the statement that it is the purpose of the New York Central to connect with the Western Maryland and to seek a new outlet for its business. The investigation found the Port Covington piers of the Western Maryland admirably located and capable of unlimited development. The harbor is open all the year and of sufficient width and depth to accommodate vessels of any size. The same authority said that the report of the experts is favorable to the proposed connection, which has practically been determined upon.

Over Three Hours Quickest Trip Sleeping Car Service to Florida East Coast Reported on Seaboard Air Line 2 P. M. Train from New York Station. Ins. 1125 B'way, cor. 25th St.—Ad.

FLED FROM MILITARY SERVICE

YOUNG GERMAN, U. S. CITIZEN, LOST PAPERS AND MONEY.

Went Home After 12 Years to See Parents and Was Searched and Ordered to Report for Army Duty Escaping. He Walked to Italy—Served in Our Army.

A member of the crew of the Koenig Luise, which arrived on Wednesday from Gibraltar and Mediterranean ports, was John Klein, a young German American, who when he divested himself of the clothing of a postman on the liner told a story of his return to the fatherland and his escape from the German military authorities who wanted him for running away from his military service. The way Klein figures it out is that no notification had been sent to the proper authorities on the other side when he took out citizenship papers in Minneapolis and that therefore his name still appeared on the list of those due for service in the German army when he returned to his home to visit his parents after twelve years.

Klein is a rugged young chap with red cheeks and broad shoulders. He says he is 29 years old. He started for America on the liner St. Louis in June, 1898, when he was 14 years old. He left the other side as a stowaway, but was discovered when three days out. Colgate Hoyt, he says, took an interest in him and paid his passage to this port and gave him \$30 pocket money to land with.

After reaching New York he drifted West and got work on railroads, finally working himself into a place in the accounting department of the Northern Pacific. Last spring his mother urged him to come and visit her and his father at their home at Freimersheim bei Nainz am Rhein, and he finally sailed on the Kronprinzessin Cecilie as a second class passenger on July 12 arriving at Bremen July 22. He reached his parents' home on July 28. His mother was at the train to meet him and did not know him.

At Mainz Klein had obtained a ticket for the Pannion Play at Oberammergau and went there and saw the performance. He returned home on October 1 and on October 5 while he was waiting for his father to come home to dinner a corporal came to the house and told him, as he understood the matter, that he had been fined 100 marks back in 1906 and 4750 marks additional for costs because he didn't register at the German Consulate in New York when he arrived there. Klein had money in his clothes and paid the charges and says that then the corporal told him that he would have to report to the 11th Regiment of Infantry at Mainz.

While the conversation with the corporal was going on Klein's father returned home on his bicycle, coming in by the back door. The son heard him and, saying that he wanted a drink of water, went into the kitchen, jumped out the back way and made off on the bicycle. Before he had, however, the corporal had searched him and had taken, he says, all the money he had in his pockets, 540 marks, a check book and bank books on an American bank, two real estate contracts, by which the young man is buying a small farm down in Texas; his discharge from the United States army, his citizenship papers and his passport.

Klein rode into Mainz, thirty-one kilometers away, and left his father's bicycle with a married sister there. The sister gave him his railroad fare to Basle and from there he walked to Lucerne, a distance of 164 kilometers. At Lucerne he stopped over night at a Catholic institution for the penniless and then walked on to Aldorf, fifty kilometers.

The young man kept a diary in a small account book during those days, and in it wrote down his daily marches and the distances in kilometers. He tramped all the way into Italy. He reached Milan October 29 and told his story to the American Consul. The Consul wrote a letter to Ambassador Hill at Berlin regarding the case and promised to do what he could to recover what personal property other than money had been taken from him by the German corporal. Klein went on to Naples. There the American Consul got him on the Konigin Luise. He now is looking for a way to get back to Minneapolis.

Klein says he was naturalized at St. Paul in 1905. He enlisted in the United States army, he says, on November 22, 1904, serving his full three years and receiving an honorable discharge. He was attached to the Thirtieth Battery Field Artillery, stationed at Fort Schenck, Minn.

BRYAN'S MEN FOR 1912. Suggests Folk, Gaynor, Harmon and Wilson as Possibilities.

LINCOLN, Neb., Dec. 22.—Disclaiming for a second time any intention to become a Presidential candidate in 1912, William J. Bryan in to-morrow's issue of the Commoner suggests four Democratic possibilities, Joseph W. Folk, Mayor Gaynor of New York, Gov. Harmon of Ohio and Governor-elect Wilson of New Jersey, in the order named. He makes no choice among the four but publishes their records, as follows:

"Folk was an active supporter of Bryan and Newall in 1896 and has supported the Democratic national ticket in all the Presidential campaigns since."

"Mayor Gaynor in 1896 was one of the few prominent Democrats in the East who stood up for the party creed and ticket, and he has been faithful ever since."

"Gov. Harmon, then a member of Mr. Cleveland's Cabinet, did not vote in 1896 but in 1900 presided at Mr. Bryan's meeting."

While by intimation classing Woodrow Wilson as a better in 1906 Bryan praises him for his attitude in the contest for the New Jersey Senatorship.

DEER CHARGES AUTO. Auto Overturned, but Not Damaged; Deer Dead a Versailles Incident.

SPECIAL CABLE DISPATCH TO THE SUN. PARIS, Dec. 22.—A deer in the forest of Versailles charged an automobile as it was passing through the forest to-day and overturned it. The deer was killed.

The car was not damaged. No table should be without ANGSTUR-BITTERS, the appetizer of exquisite flavor—delicious on grapefruit—refuse substitutes.—Ad.

\$30,000 BONUS TO PRESIDENT.

Trustees of the Central Trust Co. Vote It to J. N. Wallace for Services.

At yesterday's meeting of the trustees of the Central Trust Company after dividend action and the voting of \$30,000 bonus to employees a bonus of \$50,000 was voted to James N. Wallace, president of the company, in recognition of his services. Mr. Wallace succeeded Frederic P. Olcott after the latter's death. He has been with the company since youth, rising to the presidency from a minor clerkship.

Mr. Wallace is also a director in the Hanover National Bank, Brooklyn Heights Railroad, Brooklyn Rapid Transit Company, Missouri, Kansas and Texas Railway Company, National Railroad of Mexico, National Railways of Mexico, Sloss-Sheffield Steel and Iron Company, Pressed Steel Car Company, New York Dock Company, Morristown, N. J. Trust Company, Lawyers Title Insurance and Trust Company, Indiana Lighting Company and the Continental Fire Insurance Company.

HUNTS DUCKS IN AEROPLANE. Hubert Latham Gets a Bird While Flying Full Speed.

LOS ANGELES, Cal., Dec. 22.—Flying from Dominguez Field to the hunting preserves of the Bolsa Chica Gun Club, ten miles, Hubert Latham, the French aviator, introduced an aerial novelty to-day by killing a duck while flying at full speed above the marshes. He pursued the wild fowl far out over the waters of the Pacific before returning to the club.

This evening he flew back to Dominguez Field, where Cleto Curtis was first to congratulate him. Latham had a shotgun slung over his shoulder and guided his hunting with one hand. As he neared the craft preserves hundreds of wild fowl, snipe, mud hens and ducks rose from the water. Latham fired and got a duck.

JOHN R. WALSH DYING. So Says Mayor Busse, Who Has Just Visited Him.

CHICAGO, Dec. 22.—John R. Walsh is dying and will not leave Leavenworth prison alive unless President Taft acts quickly on a pardon petition, according to Mayor Busse, who returned to-day from a visit to the Federal prison.

Mayor Busse declared that stories to the effect that Mr. Walsh is in good health were "nothing short of criminal lies." Mayor Busse spent two hours at the prison with the convicted banker.

MAN HUNG IN ELEVATOR SHAFT. Head Downward Till Firemen Could Chop Him Loose.

Charles Gustavson, a carpenter, just escaped death in an elevator shaft at 145 West Forty-fifth street yesterday afternoon. His leg was jammed between the elevator and a girder upon which he was standing while making some repairs. This was at the eleventh floor. Gustavson hung head downward until released by firemen of Truck 4, who brought ladders and axes. He was taken to Flower Hospital in a serious condition.

GREETINGS FOR GIBBONS. Cardinal Receives Christmas Messages From Catholic Rulers.

BALTIMORE, Dec. 22.—Letters in huge official envelopes closed with great seals have been received by Cardinal Gibbons during the last few days from the royal personages of Europe and the cardinals resident in Rome and in every country of the world. The last of these missives were received to-day.

In the list of rulers of Catholic countries sending greetings the names of the King of Portugal and of King Leopold of Belgium, who died during the year, are missed, but Leopold's successor, King Albert I, sent the first time to Cardinal Gibbons a letter of congratulation. King Ferdinand of Bulgaria is the only other new monarch to wish the American prelate a happy Christmas.

The letters from Cardinal Gibbons to the royalties and other cardinals went out weeks ago.

LOTS OF FOLKS TRAVELLING. Subway and Elevated Receipts in Past 10 Days the Highest Ever.

The holiday traffic on the elevated and subway lines this season has exceeded the figures of any other year. Only once has a day's total of tickets sold exceeded the highest total of the past week. High level was reached in the course of the Hudson-Fulton celebration, on September 25, 1909, when the total was 1,179,143.

Between December 10 and December 19 inclusive sales of tickets on the subway system amounted to \$2,598,111, against \$1,410,101 in 1909. On three days the total exceeded 1,000,000. On the elevated system in the same period sales aggregated \$7,539,521, as compared with \$3,717,721 in 1909. On two days sales exceeded 1,000,000 tickets.

NONE ALIVE IN LEIGH MINE. Search Parties Find 130 Dead Men Huddled Together—Hindered by Gas.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, Dec. 22.—Rescue parties worked unceasingly all night at the Proctoria pit in Leigh, Lancashire, where 30 miners were entombed after an explosion yesterday; but they did not succeed in bringing any bodies up, nor did they see or hear any signs of life. The work is being continued to-day, but hope has been abandoned of finding any of the men alive. Some sections of the mine are full of gas, and it is impossible for the rescuers to enter them. One hundred and fifty bodies were seen huddled together in one spot.

BUYS G. W. VANDERBILT HOUSE. Benjamin Stern Gets a Residence Next Door to His Present Home.

The residence of George W. Vanderbilt at 9 West Fifty-third street, which was sold several days ago, has been bought by Benjamin Stern of Stern Bros. The house is in the rear of John B. Rockefeller's and is two doors west of the residence of Mrs. Alta R. Prentice, a daughter of Mr. Rockefeller. At the corner is St. Thomas's Church.

Mr. Stern now lives at 7 West Fifty-third street in a house which he leased soon after he sold his house at No. 3 to the trustees of St. Thomas's Church for a new rectory.

ONLY THREE HOURS FROM BROADWAY TO ATLANTIC CITY. Pennsylvania Railroad through train from New Pennsylvania Station. Special returning train December 28, leaves Atlantic City 5:30 P. M.—Ad.

DR. COOK ARRIVES AND HEARS UPROAR

Ship's Cabin Breaks Into a Riotous Clamor as the Vessel Is Docked.

G. WASHINGTON BRINGS HIM. Says He May Not Have Been at the Pole, but is Sure About Mount McKinley.

In a few minutes last evening Dr. Frederick A. Cook had a wish gratified which he has said he desired most earnestly to have gratified to find out what the American people think of him. Even if Dr. Cook, who arrived from Europe last night on the George Washington of the North German Lloyd Line, had stuffed cotton in his ears and kept them plugged from the time the customs inspectors boarded the liner at Quarantine until the ship was docked at Hoboken about 8 P. M. the homecoming explorer must have heard the uproar of debate which started in the saloon of the ship when a tall passenger with a monocle told a reporter heatedly that the passengers on the way over had refused to associate with Dr. Cook, and another passenger as heatedly said that the first passenger was talking through his hat and that only a man who kept his hat on in the presence of ladies would make such a remark about "a perfect gentleman like Dr. Cook anyway."

Whereupon a third passenger, a fraction of a second later, backed up the first passenger. Into the saloon now were crowding their farewells and things to take an active part in the oral riot. Girls were standing high on the upholstered chairs to get a better view of the debaters, who were shaking fingers in one another's faces. The word spread and the smoking room was deserted.

And it all came like a thunderclap just at the close of a peaceful voyage. For a week the passengers had been talking among themselves about how much they admired the doctor or how much they didn't; but all this smoking room and saloon debate was of a kind that might be called smouldering.

Two minutes after the reporters boarded the ship Dr. Cook himself was sitting quietly in the saloon talking to a friend. All around were passengers with hats and coats ready, baggage packed and with no thought of anything except to debark as soon as possible and seek hotels or homes. And then of a sudden—But did you ever see Capt. Bonavita in the old days enter the arena with his twenty-seven lions, all acting as peacefully as one could wish? And then one lion makes a sudden sidewise at a team mate and in two seconds the battle is spread out like the Hundred Years War. Friends made on the boat to a friend, quietly in the saloon talking to a friend. All around were passengers with hats and coats ready, baggage packed and with no thought of anything except to debark as soon as possible and seek hotels or homes. And then of a sudden—But did you ever see Capt. Bonavita in the old days enter the arena with his twenty-seven lions, all acting as peacefully as one could wish? And then one lion makes a sudden sidewise at a team mate and in two seconds the battle is spread out like the Hundred Years War. Friends made on the boat to a friend, quietly in the saloon talking to a friend. All around were passengers with hats and coats ready, baggage packed and with no thought of anything except to debark as soon as possible and seek hotels or homes. And then of a sudden—But did you